

JOHN APIO SEEMS TO HAVE ANNEXED TWO YOUNG WIVES

"Cannon Ball" of Kohala Performs One Ceremony, and Priest Ties Other Knot

MARRIAGE CERTIFICATES TELL STORY OF ACTS

If Investigation Bears Out Facts Prosecution For Bigamy Will Follow

(From Thursday Advertiser.)
Either John Apio is too much married or there are two John Apios of about the same age in Honolulu.

This is something that M. A. Thomas, special assistant to the attorney general of the United States, is attempting to unravel.

Should it turn out that John Apio is the man who married Emily Hooman on September 1 and then turned about two weeks later and espoused Annie Kahanu, considerable pill will be in store for the gay Kathala, the authorities say.

Mr. Thomas yesterday visited the office of the clerk of the circuit court and examined two certificates of marriage.

On September 1, H. M. Kaniho known as the "Cannon Ball" of Kohala, married John Apio, aged twenty-one years, and Emily Hooman, aged twenty years, the witnesses being William Burke and Mrs. Halekale Burke.

On September 15 last Tuesday, Rev. Father Maximino Alf. married John Apio, aged twenty-one years, and Annie Kahanu, aged twenty years, the witnesses being P. Miranula and Kaukama Chiu Poon.

Signatures Are Identical

John Apio's signature on each certificate appears to be identical and a casual examination of the writing convinces one that the same man signed the two certificates. In the face of Kaniho's certificate the latter filled in Apio's name as "James Apio," but further down he wrote it "John Apio."

John Apio, at least the Apio who is mentioned in Rev. Father Maximino's certificate, seemed recently in a case before the United States commissioner, Annie Kahanu complained to the federal authorities that Apio had been living with her. She wanted to legitimate a child that had come into the world and asked the authorities to see to it that John married her.

Apio was called forth and told to do the right thing or matters would go hard with him. He promised to marry Annie. A week or two passed and Annie called again on the federal authorities. She stated that she was waiting for John to marry her. Annie also said that she had heard that John had, meanwhile, married another girl.

Denies Another Marriage

Apio was sent for a second time. He denied having married any girl at all. At the request of his attorney, Leon M. Straus, Apio was given a second chance to right the wrong. On Tuesday of this week, J. W. Thompson, assistant district attorney, presented a marriage certificate before United States Commissioner Curry and moved that the statutory charge against John Apio be dismissed. The certificate proved that Apio had married his Annie, after all. The charge was dismissed.

It was learned yesterday that Apio, along with Emily Hooman on September 1 and then married her. Emily's parents were opposed to John, because they knew that he was going with the other girl, Annie. There was a scene following the marriage. This was how Annie learned that her John also had married some one else.

Prosecution May Follow

Taking it for granted that the John Apio who married Emily is the same man who two weeks later married Annie, the alleged mulch married man is liable to prosecution on a charge of bigamy. In law, the first marriage will stand and Annie, after all, will not be John's legal wife.

PROFITS INCREASED BY HAWAIIAN SUGAR

The directors of Hawaiian Sugar Company announced yesterday that the regular monthly dividend will be increased from twenty cents to thirty cents a share, beginning October 15. On that date the company also will pay an extra dividend of eighty cents per share. This increase will net free \$165,000 in excess of the usual monthly dividend payment.

NO CHANGES MADE BY KAHUKU RETURNS

When the bag containing the ballots cast during the primary election at Kahuku, the fourth precinct of the fifth district, was opened yesterday by Clerk D. Kahanu (Kahuku) before Chief Justice Robertson in the latter's chambers, the official returns signed by the inspectors of election were found repeating among the bad shrew ballots. The figures on this list tallied exactly with those telephoned in early Saturday night from Kahuku.

CHRONIC DIARRHOEA

Are you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic, Cholera and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

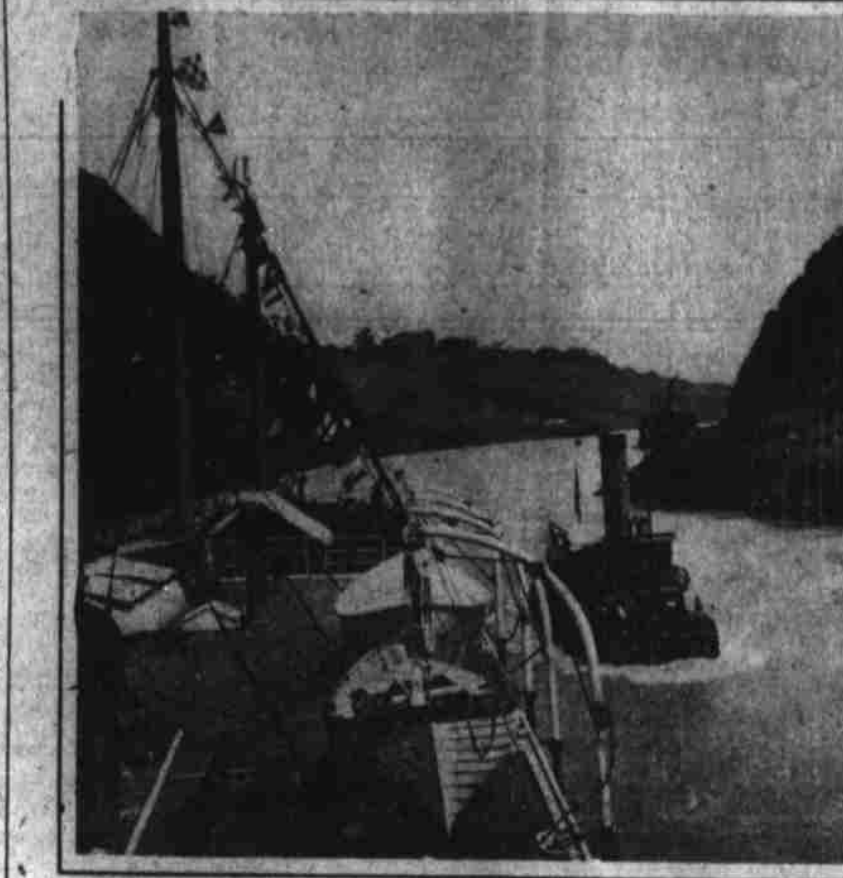
HAWAII-PANAMA-NEW YORK ROUTE INAUGURATED

Missourian Closes Initial Voyage

MERCHANTS REJOICE

(From Thursday Advertiser.)
Majestically and without ceremony the steamer Missouri came into port yesterday morning.

Dreams of a century have come true.



A ship has crossed from the Atlantic to the Pacific through the Panama Canal, and has arrived in Honolulu to tell the tale.

The material sign of the fulfillment of these dreams is found in the arrival of this American-Hawaiian ship with her cargo of freight from New York.

The chamber of commerce met yesterday afternoon and at once decided to celebrate the occasion. The vessel is not only the first one to reach here after passing through the canal, but also the first west-bound ship with a general cargo to enter the canal.

Honolulu may therefore celebrate on a double score.

Realization of Many Years

For years such an event as occurred yesterday had been waited for here, as a thing to mark a new era in the commercial and maritime life of Hawaii.

Therefore, Honolulu civic bodies plan to make a celebration of the event. The Ad Club won the first honors in this respect, for at its noon luncheon meeting, Capt. William Lyons of the vessel was a guest of the club, and spoke before it on the marvels of the canal, and the immensity of its value to the commercial world. John Effinger brought him to the meeting, and he was introduced by President W. R. Farrington of the club and called upon to make an address.

The completion of the Panama Canal means the deathblow to the old Magellan route, and a saving of at least twenty-six days will be realized because of the short cut in shipments sent from here to New York, and vice versa.

Captain Details Voyage

This is the account given by Captain Lyons of the trip across the canal: "The Arizona, laden with coal for the United States government, was the first vessel to pass west-bound through the canal. She sailed from Norfolk, Virginia, the same day we sailed from New York, but we later far outdistanced her because of her slow speed."

"The Missouri arrived at Colon, August 12, then to await the opening of the canal. On the morning of August 15 the steamer Arcon took a party of canal officials and employees through the waterway. She sailed from Colon at six o'clock in the morning. At eight o'clock the Arizona followed and at two o'clock in the afternoon the Missouri steamed away from Colon for the trip."

"At three o'clock that same afternoon we arrived at the jetty at Gatun, and at four o'clock we had passed through the last lock at Gatun. There were three locks and it required six minutes to flood each chamber, and less than three minutes to open or close the gates. At seven a. m., on August 17, we were under way to follow the bound."

Enter Pedro Miguel Locks

"At seven a. m., August 17, we followed into the Pedro Miguel locks. Ten minutes were required to drain the locks of thirty-four feet of water. Miraflores lake of one mile required seventeen minutes, and then we entered the first Miraflores lock, where the drop was twenty-eight feet. This required twenty minutes. Eighteen minutes were required for dropping eighteen feet in the next lock, and then as we emerged we waited eighteen minutes for a two-knot tide to subside before proceeding along the sea level portion of the Pacific end of the canal."

"The two oceans have been united by the canal despite all belief to the contrary. Already there is a three per cent salt solution in Miraflores lake. The union of the waters is caused by the flooding of the locks as vessels pass through, a certain percentage of salt water from either ocean gradually climbing the heights with the steamer."

BY WILLIAM LYONS

Captain of the American-Hawaiian

What will the Panama Canal mean to Hawaii? Well, just figure it out.

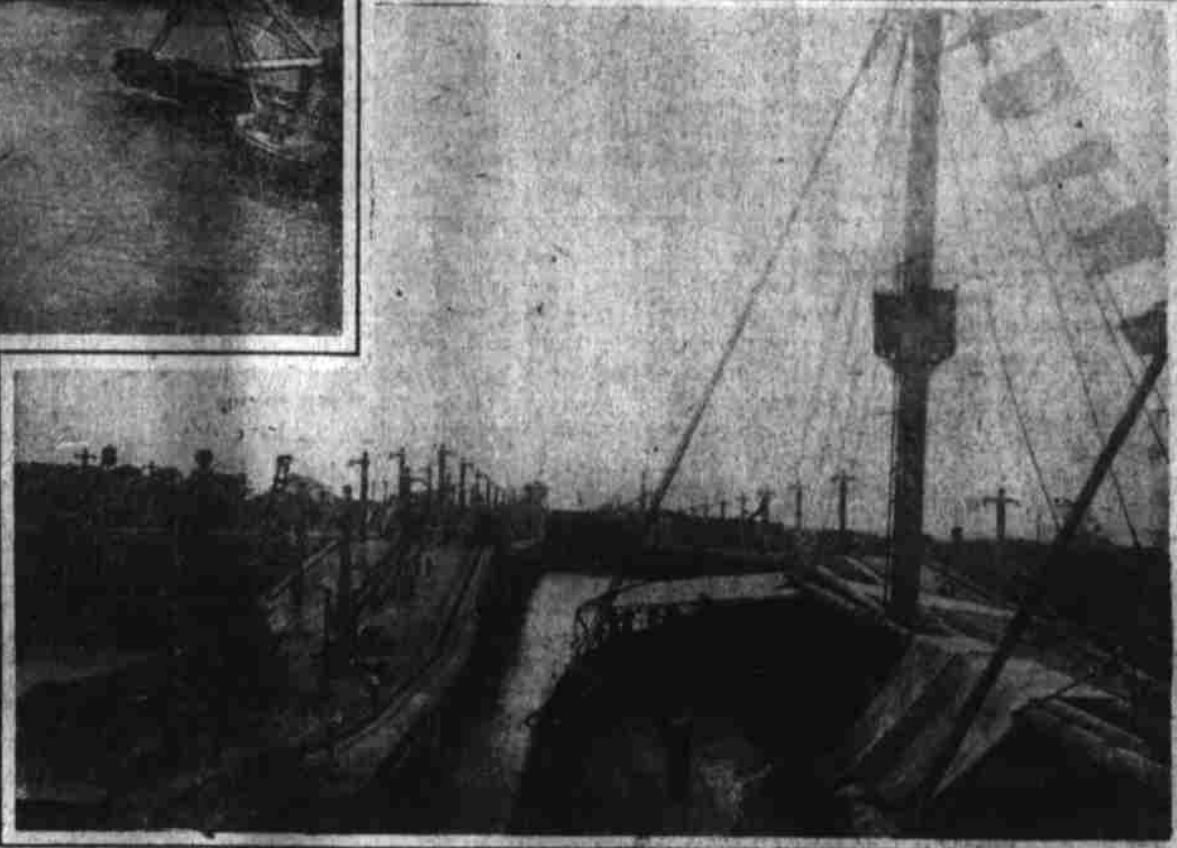
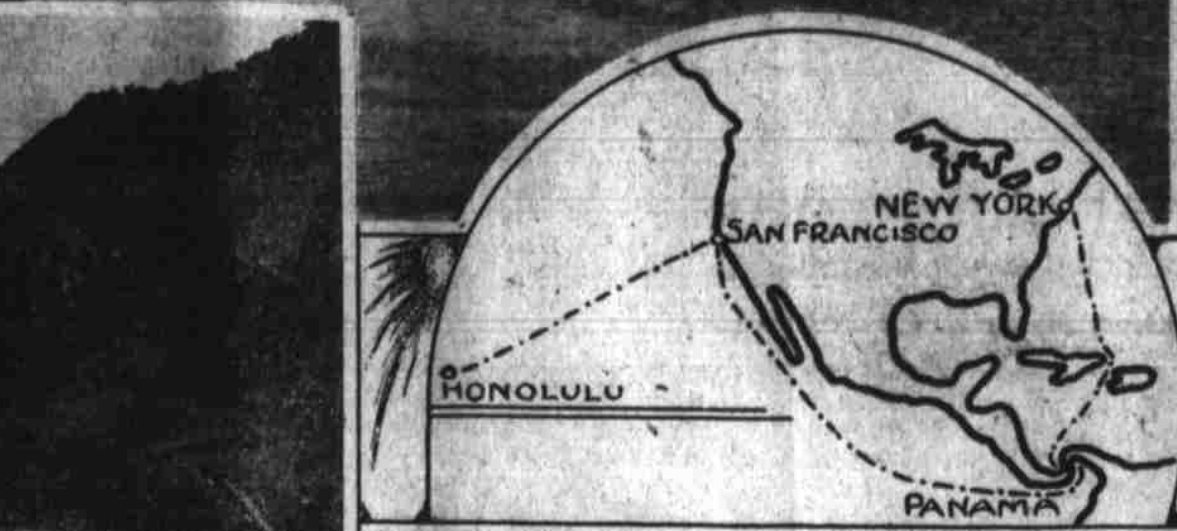
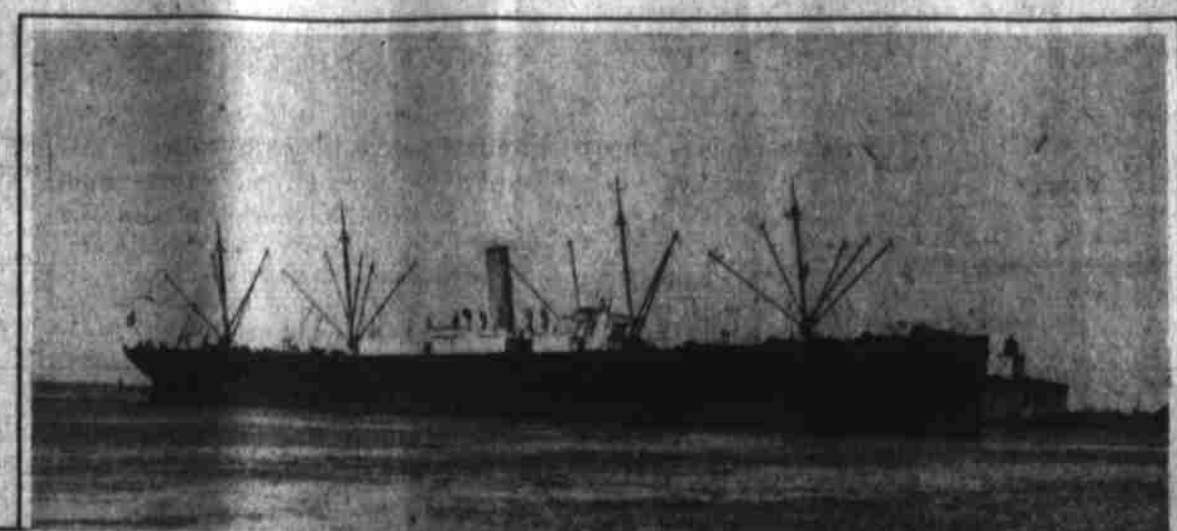
Hawaii? Well, just figure it out.

I can go from New York via the Panama to San Francisco in twenty-one days, allowing one day in the canal and two days in Los Angeles.

I can go from Honolulu to the Delaware breakwater in from twenty-three to twenty-five days, a saving of time over the Magellan route of nearly a month.

It is hard to imagine how much the canal does mean to these islands. It is too big a thing to be calculated.

Honolulu may be congratulated on the position it will hold from this time on in the trans-Pacific trade.



Missourian (Upper) Passing Lighthouse at Entrance to Honolulu Harbor Yesterday, Inward Bound. Freighter (Center) in Tow through Culebra Cut in Panama Canal, and (Lower) Steamer in One of the Locks of the "Big Ditch."

EXPRESSIONS ON ARRIVAL OF MISSOURIAN

By Governor Pinkham

World changing events that affect nations and peoples now occur with marvelous suddenness. The factors of commerce affecting Hawaii are changing its relations to the mainland with almost equal rapidity.

The arrival of the S. S. Missouri this morning emphasizes the closer relations of Hawaii with the Gulf and Atlantic coasts and ports with obvious advantages, though new problems will arise in adjustments.

While we realize the significance of inter-oceanic connections via the Panama Canal we must not forget a still more remarkable event made possible by the action of the Inter-State Commerce Commission in promulgating rates of freight that make the great central and northern markets of the United States accessible to Hawaiian sugars.

Our people are easily elated and more easily depressed. If in the past months I have been consulted or my views asked I have urged self control and faith that Hawaii on a truthful fair presentation of its situation would receive fair consideration among others.

We have now two almost fundamental factors added to the forces that make for our prosperity; others will undoubtedly in due season come to pass.

By George R. Carter

PRESIDENT OF THE CHAMBER OF COMMERCE

Today Honolulu celebrates an occasion which has been looked forward to for years. The first ship to go through the Panama Canal, bound for this port, arrived here yesterday morning. It was likewise the first west bound vessel with a general cargo to pass through the canal.

Permit me to extend the hand of welcome to the officers and men on the steamship Missouri, and assure them that we appreciate that this day will mark an epoch in our history. It represents the opening of a new era in Hawaii's commercial and maritime life, and the development of its trade with the world far beyond our comprehension.

By W. R. Farrington

PRESIDENT HONOLULU AD CLUB

We should be the happiest people on earth and mightily thankful that it is our lot to live citizens of the United States during the new era which is marked by the opening of the Panama Canal.

Our Panama Canal is a thing of beauty and we are a nation of men who aim high and do things, that ours is a nation of workers with leaders of heart and men of courage, and every man a leader because he knows how to follow when duty to his country so demands.

The incident of the arrival of the Missouri is an inspiration to every American in Hawaii with a drop of red blood in his veins. We have won one of the greatest games of peace. We can play other games and conquer if occasion requires but we are not looking for that kind; we leave that to the heathen in Europe.

This incident is a reminder of the stories of our fellow countrymen. It should point the moral to citizens of Hawaii that we shall gain benefits and go forward in just the proportion that we work—always on the job, alert, aggressive, alive and loyal. If there is anyone around here who thinks that the good things of life and of business will just naturally roll into our laps because the canal is open, it is time for him to wake up.

We must do our share in the great work of the Pacific, and there is no permanent place in that scheme for the man who works for his country only when he is forced to do so.

was dubbed "California's ship of plenty." Mayor Rolph of San Francisco sent a letter by Captain Knight, congratulating Mayor Mitchell of New York on the opening of the new waterway and its great advantage to both cities.

No Ceremony at Opening

The opening of the Panama Canal was not to be a world's event, but a place on the world's map. The Panama Canal is now open for commerce to vessels not needing more

than thirty feet of water on and after August 15, 1914.

The official opening of the canal as heretofore announced, will be in the month of March, 1915. An appropriate announcement will be made when a greater depth of water than thirty feet has been secured.

On the fifteenth day of August Colonel Goethals inaugurated the commercial service by sending a government boat through the canal. There

were no ceremonies incident to the occasion.

End of Engineering Task

When the Cristobal steamed from its slip to the Atlantic entrance of the canal it marked the conclusion by American enterprise of the greatest engineering task ever undertaken, and the culmination of ten years of the hardest kind of work against physical obstacles which have severely taxed the abilities of the Army engineers under Colonel Goethals.

Some things remain to be done to perfect the waterway. The channel through the Culebra cut must be deepened and widened so that it will not be necessary for the great liners and battleships to pass through the tricky "slide" at Culebra and Gold Hill in a single file. Much excavation must be done in both approaches, and many of the buildings which will house the office forces, the mechanical departments and the supply divisions remain to be completed.

While, with thirty feet of water in the canal, some of the great dreadnoughts might pick their way through it on August 15, yet Secretary Daniels said that he would not be likely to order any such movement except in an emergency. He will wait until there is more water in the great ditch.

MOTHER GERMAN REFUGEE STEAMER RACES INTO PORT

Sans Chart, Pilot and Pratique, Loongmoon Scurries To Cover From Japanese

MASTER SAYS WARSHIPS GAVE SHIP HOT CHASE

Vessel Had Been In China Coastal Trade and Was Ordered From Tsingtau

(From Thursday Advertiser.)

Last evening about six o'clock the China coasting steamer Loongmoon of the Hamburg-American line came scurrying into Honolulu harbor all out of breath, ignoring boarding doctor, minus pilot and without waiting for such a small formality as pratique.

To the customs officers who immediately boarded the ship, Captain Hellhoff, the master, said he was finishing a voyage from Tsingtau, which port he left on August 4, and that he had come in a great hurry because he had been chased by Japanese warships.

When Captain Hellhoff announced that he had been out on this long voyage without even a chart of the Pacific, the customs men whistled in amazement.

Officers Refuse to Explain

The Loongmoon has a Chinese crew and German officers, who are afflicted with that notable reticence which at present is the chief characteristic of German maritime officers when asked about their movements on the Pacific. The ship is a small vessel, not much larger than the Mauna Kea, much smaller than the vessels which usually put into Honolulu from the Orient.

Captain Hellhoff did not know anything about the German naval operations in the Pacific. He said he had been ordered out of Tsingtau on the fourth of August, and not having any wireless outfit, had not been in touch with German ships. He did not explain why it took him forty-three days to cross the Pacific, but he knew he had been chased by Japanese warships almost into Honolulu harbor.

Taken Outside Again

When the Loongmoon arrived in the harbor the quarantine officials had her taken outside again, and she passed the night at anchor there.

There was no available bathing place for the vessel last night, and it was deemed unwise to have the ship remain in the harbor.

Captain Hellhoff said that he had no agents in Honolulu, but Georg Rodiek, the German consul general, advised last night that the Haeckel Company would look after the vessel.

Five Germans Now Here

With the arrival of the Loongmoon, the German marine colony has increased to five ships, all lying in the harbor for safety from the prowling British and Japanese warships.

There was a story on the waterfront that the Prinz Waldemar had taken on 1000 tons of coal yesterday. This, however, can hardly be taken to mean that the vessel intends to leave Honolulu.

GERMAN COOK TAKEN OFF A BRITISH SHIP

SAN FRANCISCO, September 7.

The British freighter Cetrina, under charter to the German government, was stripped of her wireless by the German cruiser Leipzig, on August 5, off Magdalena Bay, Lower California, and her cook, a German, and one other German seaman, were taken aboard the Leipzig.

This was the word brought by Captain Minister, of the British naval reserve, commanding the Cetrina, which arrived here today. The Cetrina left here July 24 laden with 900 tons of coal consigned to the Leipzig. The two vessels met in Magdalena Bay and the Leipzig was loaded on August 4, the day war was declared.

Not until noon, later, through Rear-Admiral Howard, at Mazatlan, commanding the American Pacific fleet, did the Cetrina learn that war had been declared. Coming north, the vessel hugged the three-mile limit.

There were no ceremonies incident to the occasion.

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